BEFORE THE

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

WASHINGTON, D. C.

ORDER NO. 548

IN THE MATTER OF:	Served November 26, 1965
Application of D. C. Transit) System, Inc., for Authority to) Establish Routes A-7, B-7, C-7,) and D-7.)	Applications Nos. 349, 350, 351, 352 Docket No. 107

APPEARANCE:

MANUEL J. DAVIS, Attorney for D. C. Transit Sytem, Inc.,
applicant.

On October 22, 1965, D. C. Transit System, Inc., filed
Applications Nos. 349, 350, 351, and 352, for authority to establish
Routes A-7, B-7, C-7, and D-7, respectively, to serve the Fairland
Data Center in Montgomery County, Maryland, as follows:

New Hampshire Avenue - C & P Line, Route A-7

OUTBOUND - From the terminal on 13th Street, N.W., south
of Pennsylvania Avenue, continue northerly on 13th Street,
Logan Circle, Vermont Avenue, Florida Avenue, Sherman
Avenue and New Hampshire Avenue, thence northeasterly on
U. S. 29, to the terminal at the Fairland Data Center.

INBOUND - From the Fairland Data Center, continue
southwest on U. S. 29, southerly on New Hampshire Ave-
nue, Sherman Avenue, Florida Avenue, Vermont Avenue,
Logan Circle and 13th Street to the terminal south of
Pennsylvania Avenue.

NOTE: Stops will be made along the route at designated
locations only.

Limited Operation within the District of Columbia:

Boarding outbound and alighting inbound
at designated stops only.

16th Street - C & P Line, Route B-7

of Pennsylavania Avenue, continue north on 13th Street,
west on L Street, north on 14th Street, around Thomas
Circle, west on Massachusetts Avenue, around Scott
Circle, north on 16th Street, northeast on Alaska
Avenue, north on Georgia Avenue, east on Wayne Avenue
and Pershing Drive, north on Fenton Street, northeast-
erly on Colesville Road, Columbia Pike and Lockwood
Drive, north on New Hampshire Avenue, thence north-
easterly on U. S. 29 to the terminal at the Fairland
Data Center.

INBOUND - From the Fairland Data Center continue south-
west on U. S. 29, south on New Hampshire Avenue, south-
westerly on Lockwood Drive, Columbia Pike and Colesville
Road, south on Spring Street, west on Wayne Avenue,
south on Georgia Avenue, southwest on Alaska Avenue,
south on 16th Street, around Scott Circle, east on
Massachusetts Avenue and south on 13th Street to the
terminal south of Pennsylvania Avenue.

NOTE: Stops will be made along the route at designated
        locations only.

Limited Operation within the District of Columbia:

        Boarding outbound and alighting inbound at
        designated stops only.

Livingston - C & P Line, Route C-7

OUTBOUND - From the terminal stand on the east side of
6th Street, S.E., south of Chesapeake Street, north on
6th Street, west on Chesapeake Street, southerly on 4th
Street, Livingston Terrace, 3rd Street and Livingston
Road, north on South Capitol Street, northeast on
Mississippi Avenue, north on Wheeler Road, easterly on
Alabama Avenue, northerly on Naylor Road, northeasterly
on Minnesota Avenue, northwesterly on Deane Avenue,
northeasterly on Kenilworth Avenue, northwesterly on
Capital Beltway (495), northerly on New Hampshire Avenue,
thence northeasterly on U. S. 29 to the terminal at the
Fairland Data Center.

INBOUND - From the Fairland Data Center continue south-
westerly on U. S. 29, southerly on New Hampshire Avenue,
southeasterly on Capital Beltway (495), southwesterly
on Kenilworth Avenue, southeasterly on Deane Avenue,
southwesterly on Minnesota Avenue, south on 22nd Street,
east on Q Street, southerly on Naylor Road, westerly on
Alabama Avenue, south on Wheeler Road, southwest on Mis-
sissippi Avenue, south on South Capitol Street, northeast

on Southern Avenue, and north on 6th Street to the
terminal stand located on the east side of 6th Street,
south of Chesapeake Street.

NOTE: Stops will be made along the route at designated
        locations only.

RESTRICTED OPERATION:

I. Intrastate: Maryland,

        Along Kenilworth Avenue - No Pick-Up and Discharge
of the same passengers between the Maryland - D. C. Line
and Edmonston Road and between Riverdale Road and Calvert
Road.

II. Interstate: Maryland - District of Columbia

        No transporting passengers between Washington, D. C.
and that portion of Kenilworth Avenue between the Maryland-
D. C. Line and Edmonston Road and between Riverdale Road
and Calvert Road.

Cheverly - C & P Line, Route D-7

OUTBOUND - From the terminal stand on the south side
of Beecher Street, west of 57th Place, continue south
on 57th Place, easterly on Tuxedo Road, Arbor Street
and Magruder Avenue, northerly on Cheverly Avenue,
westerly on Landover and Annapolis Roads, north on
Baltimore Avenue, west on East-West Highway, north on
Adelphi Road, west on University Boulevard East, north-
erly on New Hampshire Avenue, thence northeasterly on U.S.
29 to the terminal at the Fairland Data Center.

INBOUND - From the Fairland Data Center continue south-
west on U. S. 29, southerly on New Hampshire Avenue,
east on University Boulevard East and Campus Drive,
south on Adelphi Road, East on East-West Highway, south
on Baltimore Avenue, easterly on Annapolis and Landover
Roads, southerly on Cheverly Avenue, westerly on Magru-
der Avenue, Arbor Street and Tuxedo Road, north on 57th
Avenue and east on Beecher Street to the terminal stand
on the south side of Beecher Street, west of 57th Place.

NOTE: Stops will be made along the route at designated
        locations only.

        Notice of the applications and hearing thereon was given by
D. C. Transit System, Inc. (Transit), in compliance with Commission

requirements. A public hearing was held on November 16, 1965, at the offices of the Commission.

Mr. William E. Bell, Assistant Vice President, D. C. Transit System, Inc., testified and offered four exhibits explaining the four routes which were admitted into evidence. Mr. Kenneth K. Lacey, Building Manager at the Fairland Data Center for the Chesapeake and Potomac Telephone Company testified as to the number of employees presently using the service and to the need for the service.

No protests to the Applications were received at the hearing. WMA Transit Company had previously objected to Route C-7 which, it contended, would operate over portions of Kenilworth Avenue presently being served by WMA Transit Company, and would duplicate certain service presently being offered. Prior to the hearing, however, Transit and WMA agreed by stipulation on the following restrictions to be placed upon Route C-7:

Maryland Intrastate

> The same passenger shall not be picked up and discharged along Kenilworth Avenue between the Maryland - D. C. Line and Edmonston Road and/or between Riverdale Road and the Capital Beltway.

Maryland - District of Columbia Interstate

> Passengers shall not be transported between the District of Columbia and that portion of Kenilworth Avenue between the Maryland - D. C. Line and Edmonston Road or between Riverdale Road and the Capital Beltway.

Transit has been operating these routes since June, 1965, under temporary authority pursuant to Orders Nos. 485 and 518. The Commission is of the opinion and finds that public convenience and necessity require the establishment of Routes A-7, B-7, C-7, and D-7.
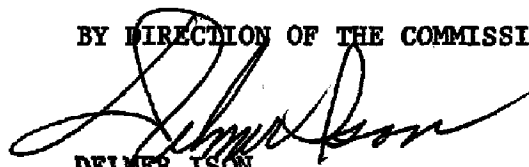
THEREFORE, IT IS ORDERED:

1. That authority be, and it is hereby, granted D. C. Transit System, Inc., effective November 27, 1965, to permanently establish Routes A-7, B-7, C-7, and D-7, as set forth herein.

2. That D. C. Transit System, Inc., Certificate of Public Convenience and Necessity No. 5 be, and it is hereby, amended by

incorporating First Revised Page 1, cancelling Original Page 1, and Page 11-A, as shown in Appendix A attached hereto and made a part hereof.

BY DIRECTION OF THE COMMISSION

DELMER ISON
Executive Director

*No. 68   From Washington, D. C., over city streets to the Maryland -.D. C.
          Line, thence over New Hampshire Avenue and U. S. 29 to terminal
          at Fairland Data Center, and return over the same route.

*No. 69   From Washington, D. C., over city streets to the Maryland - D. C.
          Line, thence over Georgia Avenue to junction Wayne Avenue, thence
          Wayne Avenue to junction Pershing Drive, thence Pershing Drive to
          junction Fenton Street, thence Fenton Street to junction Coles-
          ville Road, thence Colesville Road to junction Columbia Pike,
          thence Columbia Pike to junction Lockwood Drive, thence Lockwood
          Drive to junction New Hampshire Avenue, thence New Hampshire
          Avenue to junction U. S. 29, thence over U. S. 29 to terminal at
          Fairland Data Center, and return over the same route to junc-
          tion Colesville Road and Spring Street, thence over Spring Street
          to junction Wayne Avenue, thence Wayne Avenue to junction Georgia
          Avenue, thence over same route.

*No. 70   From Washington, D. C., over city streets to the Maryland - D. C.
          Line, thence over Kenilworth Avenue to junction Capital Beltway,
          thence Capital Beltway to junction New Hampshire Avenue, thence
          New Hampshire Avenue to junction U. S. 29, thence over U. S. 29
          to the terminal stand at Fairland Data Center and return over the
          same route.

*No. 71   From junction Tuxedo Road and 57th Place, over Tuxedo Road to
          junction 57th Avenue, thence over 57th Avenue to junction Beecher
          Street, thence Beecher Street to junction 57th Place, thence 57th
          Place to junction Tuxedo Road, thence Tuxedo Road to junction
          Arbor Street, thence Arbor Street to junction Magruder Avenue,
          thence Magruder Avenue to junction Cheverly Avenue, thence Cheverly
          Avenue to junction Landover Road, thence Landover Road and Annapolis
          Road to junction Baltimore Avenue, thence Baltimore Avenue to junc-
          tion East-West Highway, thence East-West Highway to junction Adelphi
          Road, thence Adelphi Road to junction University Boulevard East,
          thence University Boulevard East to junction New Hampshire Avenue,
          thence New Hampshire Avenue to U. S. 29, thence U. S. 29 to terminal
          at Fairland Data Center and return over the same route to junction
          University Boulevard and Campus Drive, thence over Campus Drive to
          junction Adelphi Road, thence over same route.

          NOTE: The repetition of route description with respect to the
                  highways over which operations are authorized herein shall
                  not be construed as granting more than a single operating
                  right over said highways.

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*ADDED BY ORDER NO. 548

WASHINGTON METROPOLITAN AREA TRANSIT COMMISSION

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

NO. 5

D. C. TRANSIT SYSTEM, INC.
WASHINGTON, D. C.

At a session of the Washington Metropolitan Area Transit Commission held on the 12th day of August, 1965;

AFTER DUE INVESTIGATION, it appearing that the above named carrier has complied with all applicable provisions of the Washington Metropolitan Area Transit Regulation Compact, and the requirements, rules and regulations prescribed thereunder and therefore is entitled to receive authority from this Commission to engage in the transportation of passengers within the Washington Metropolitan Area Transit District, as a carrier; and the Commission so finding;

THEREFORE, IT IS ORDERED, that the said carrier be, and it is hereby, granted this certificate of public convenience and necessity as evidence of the authority of the holder to engage in transportation as a carrier by motor vehicle; subject, however, to such terms, conditions and limitations as are now, or may hereafter, be attached to the exercise of the privilege herein granted to the said carrier.

IT IS FURTHER ORDERED that the transportation service to be performed by the said carrier shall be as specified below, except that this certificate does not authorize any intrastate transportation in Virginia:

REGULAR ROUTES:

Passengers and their baggage, and express, in the same vehicle with passengers.

Between points in Washington, D. C.; between Washington, D. C., and Maryland and between Washington, D. C., and Virginia, serving all intermediate points; restricted, however, against the transportation of intrastate passengers in Virginia, *and further restricted against the intrastate transportation of the same passenger along Kenilworth Avenue between the Maryland-D. C. Line and Edmonston Road and/or between Riverdale Road and the Capital Beltway; and further restricted against the interstate transportation of passengers between the District of Columbia and the above named portions of Kenilworth Avenue, as follows:

No. 1   From Washington, D. C., over city streets to the Maryland-
         D. C. Line, thence over MacArthur Boulevard to junction
         David Taylor Model Basin entrance, thence over David Taylor
         Model Basin Roadways and return over the same route.

FIRST REVISED PAGE 1
CANCELS ORIGINAL PAGE 1
*CHANGED BY ORDER NO. 548